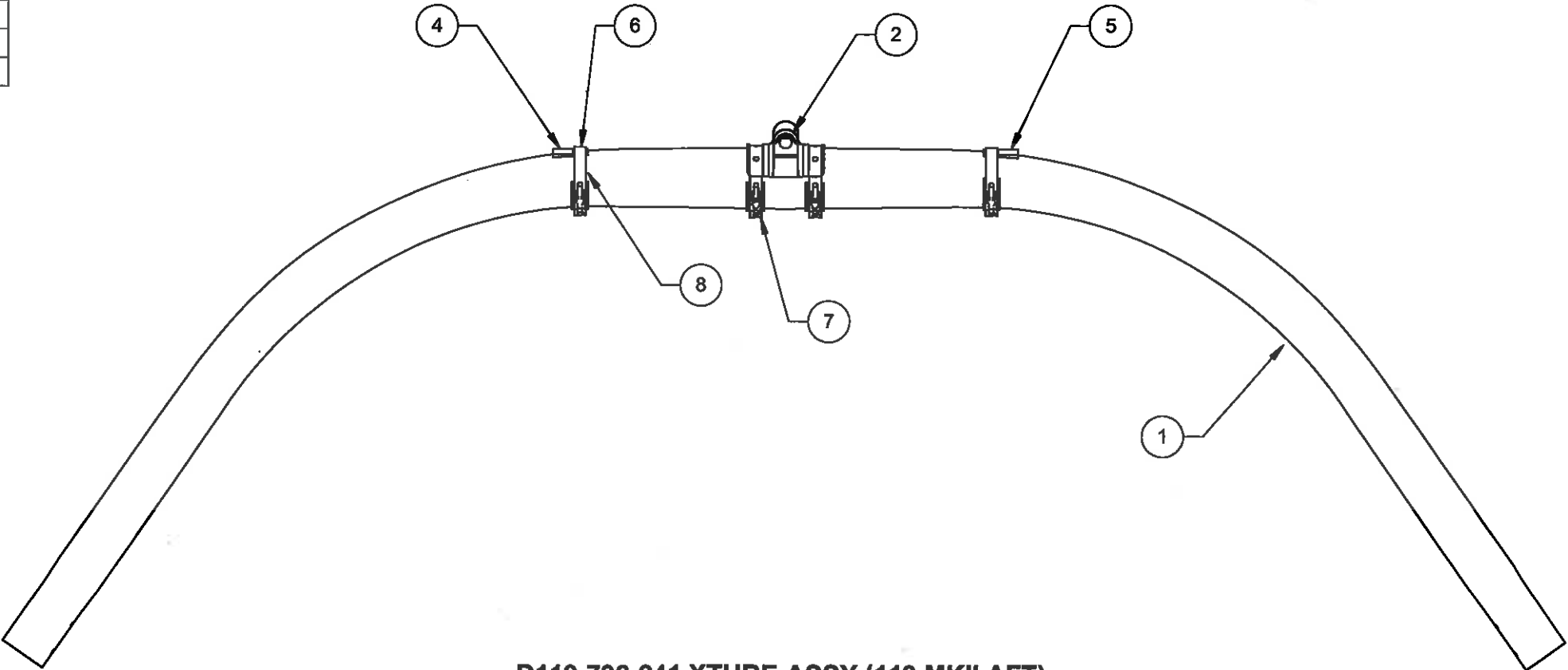


ITEM	QTY	P/N	DESCRIPTION
	-241		
	X	D119-796-241	XTUBE ASSY (119 MKII AFT)
1	1	D119-796-201	CROSSTUBE, AFT
2	1	D5122-1	CENTER SUPPORT
3	4	D5123-1	CLAMP SUPPORT
4	1	D5136-1	CONTACT PAD, LH
5	1	D5136-2	CONTACT PAD, RH
6	2	MS21920-26	CLAMP
7	2	MS21920-28	CLAMP



D119-796-241 XTUBE ASSY (119 MKII AFT)

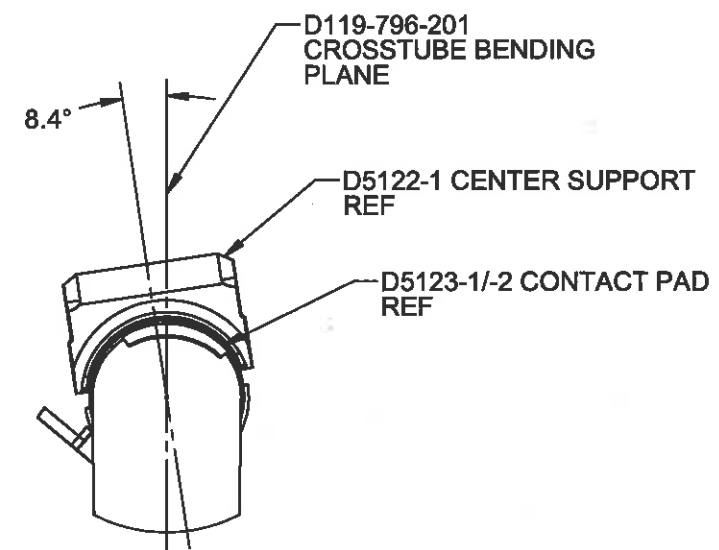
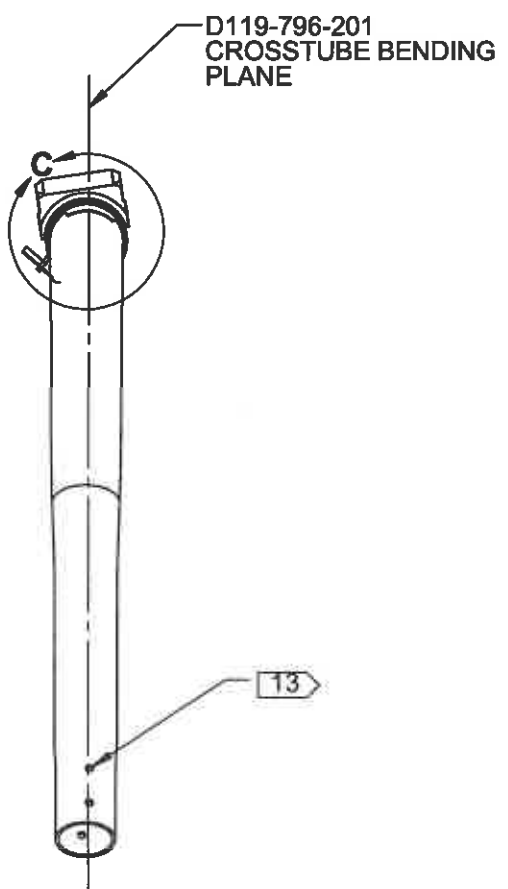
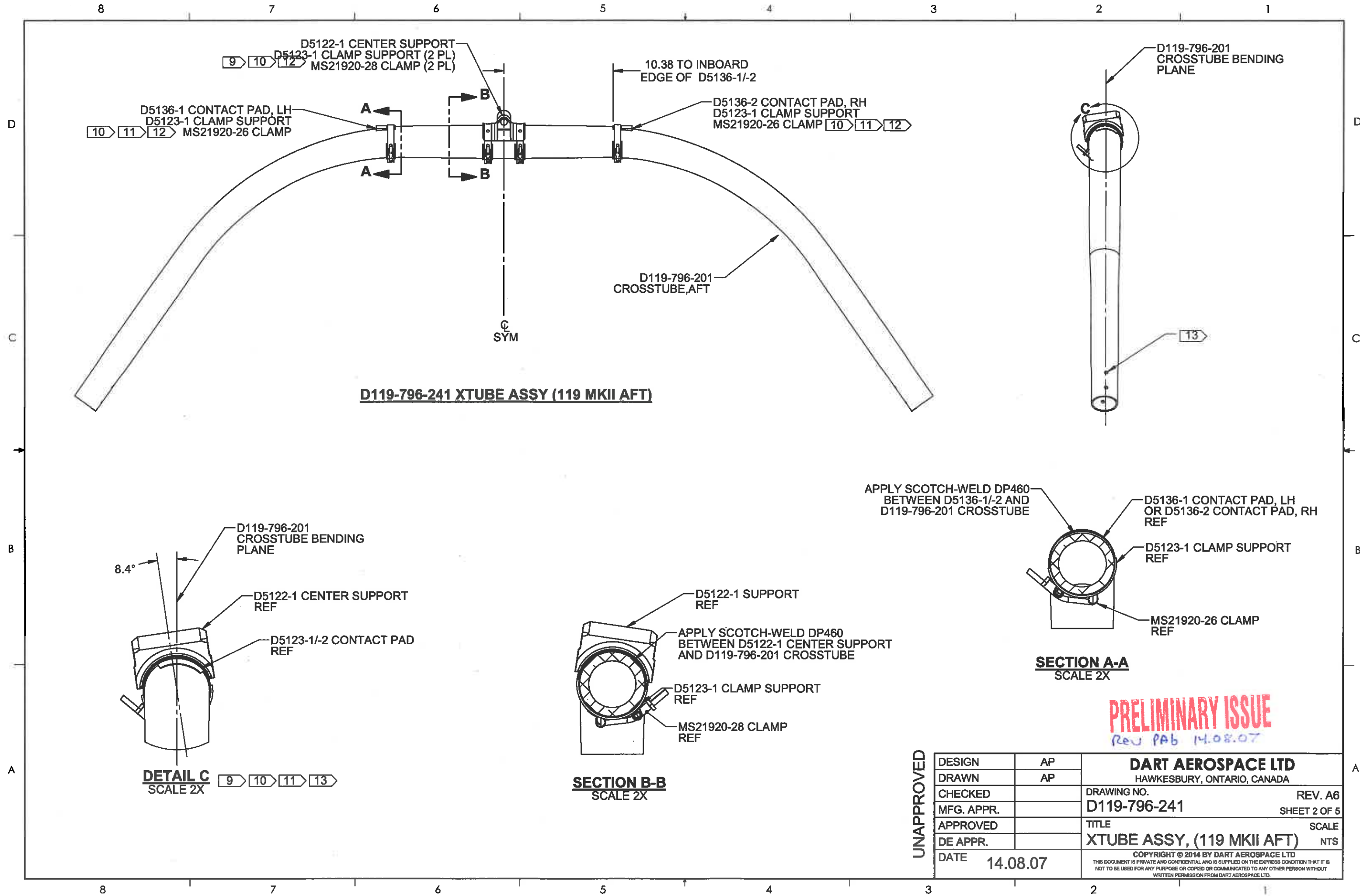
NOTES:

- 1) MATERIAL: N/A
- 2) FINISH: NONE
- 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
- 4) UNITS: INCHES UNLESS OTHERWISE NOTED
- 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
- 6) IDENTIFICATION: IDENTIFY USING PART NUMBER "D119-796-241" AND BATCH NUMBER ON INSIDE OF CUFF PER QSI 044 6.4
- 7) WEIGHT: 26.26 lbs
- 8) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.
- 9) INSTALL D5122-1 CENTER SUPPORT AT 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE USING A 0.04" TO 0.07" THICK LAYER OF SCOTCH-WELD DP460 PER QSI 015. ENSURE OFFSET IS AS PER NOTE 13.
- 10) INSTALL MS21920 CLAMPS USING D5123-1 CLAMP SUPPORTS OFFSET AT 8.4° FROM CROSSTUBE BENDING PLANE. ENSURE THAT THE CLAMP TIGHTENING MECHANISM IS AT 90° TO THE CROSSTUBE BENDING PLANE AND THE NUTS FACE AFT.
- 11) APPLY A THIN LAYER OF PROSEAL 890 ON THE INSIDE CONCAVE SURFACE OF THE D5136-1/-2 CONTACT PADS AND INSTALL AT AN 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE. MS21920-26 CLAMPS AND D5123-1 CLAMP SUPPORTS WHILE WET. ENSURE OFFSET IS AS PER NOTE 13.
- 12) TORQUE MS21920 CLAMPS 80 - 100 IN-LB. ENSURE AT LEAST 1.5 THREADS SHOWING IN SAFETY AND THAT NUT HAS NOT BOTTOMED-OUT AFTER TORQUING.
- 13) THE D5122-1 CENTER SUPPORT, D5123-1 CLAMP SUPPORTS AND D5123-1/-2 CONTACT PADS MUST ALL BE ORIENTED AT 8.4° TO THE CROSSTUBE BENDING PLANE. THE DIRECTION OF THE OFFSET IS DIRECTLY RELATED TO THE CUFF THRU HOLES. REFER TO SHEET 2 FOR DETAILS.

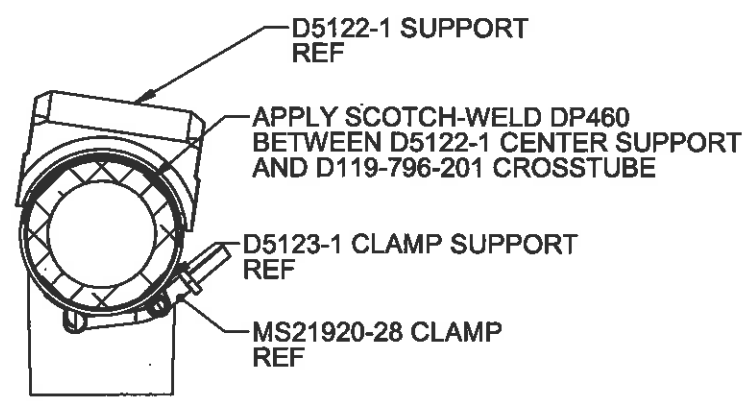
PRELIMINARY ISSUE
Rev PAB A.P. 14.08.07

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A	NEW ISSUE	AP	14.08.07
REV.	DESCRIPTION	BY	DATE
DESIGN	AP	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	AP		
CHECKED		DRAWING NO.	REV. A6
MFG. APPR.		D119-796-241	SHEET 1 OF 5
APPROVED		TITLE	SCALE
DE APPR.		XTUBE ASSY, (119 MKII AFT)	NTS
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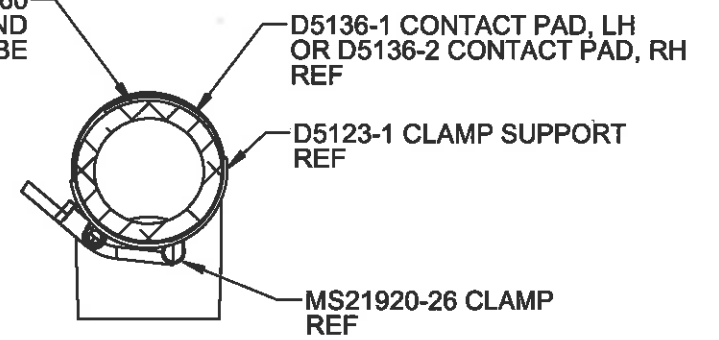


DETAIL C
SCALE 2X



SECTION B-B
SCALE 2X

APPLY SCOTCH-WELD DP460
BETWEEN D5136-1/-2 AND
D119-796-201 CROSSTUBE

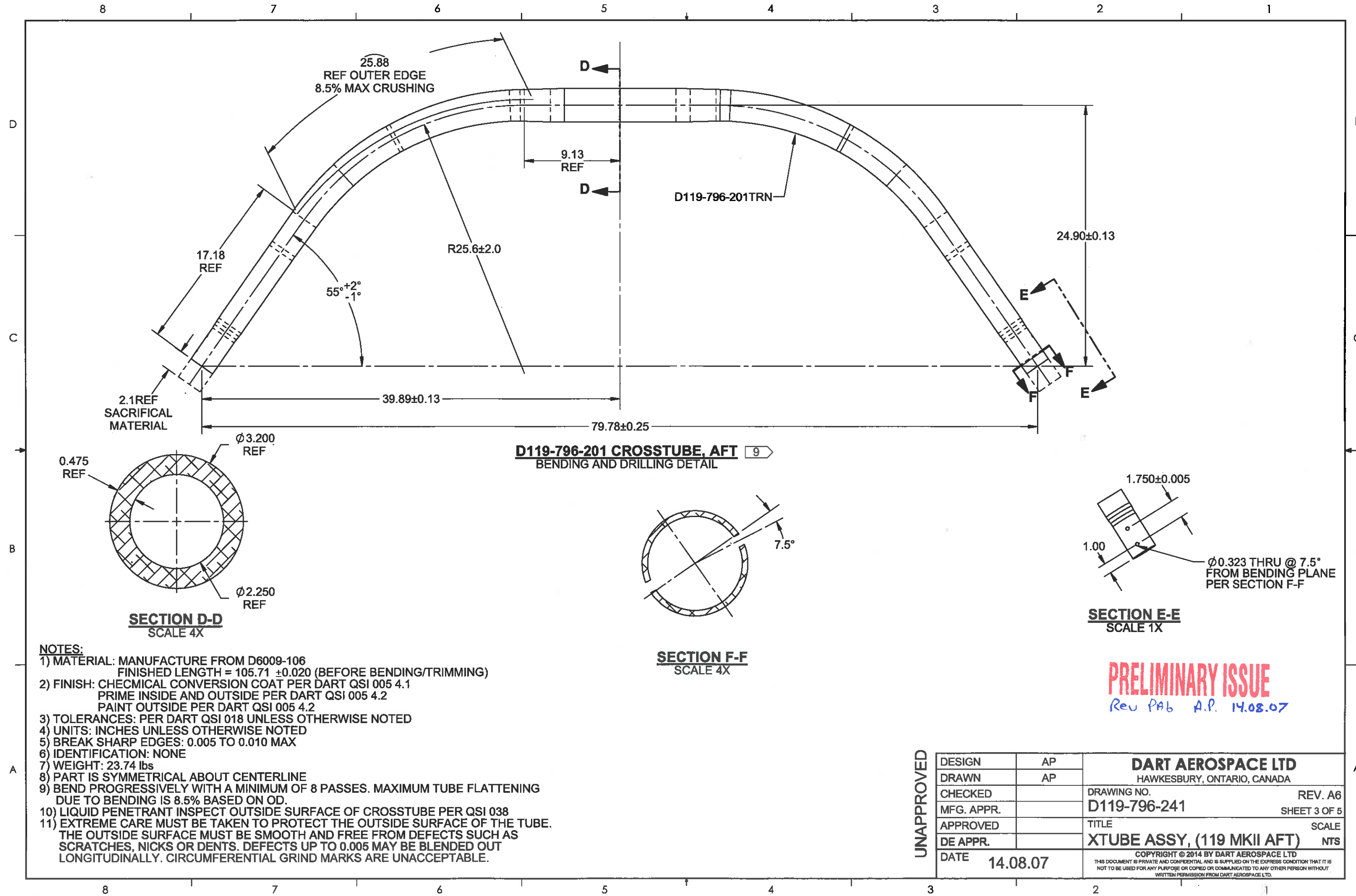


SECTION A-A
SCALE 2X

PRELIMINARY ISSUE
Rev PAB 14.08.07

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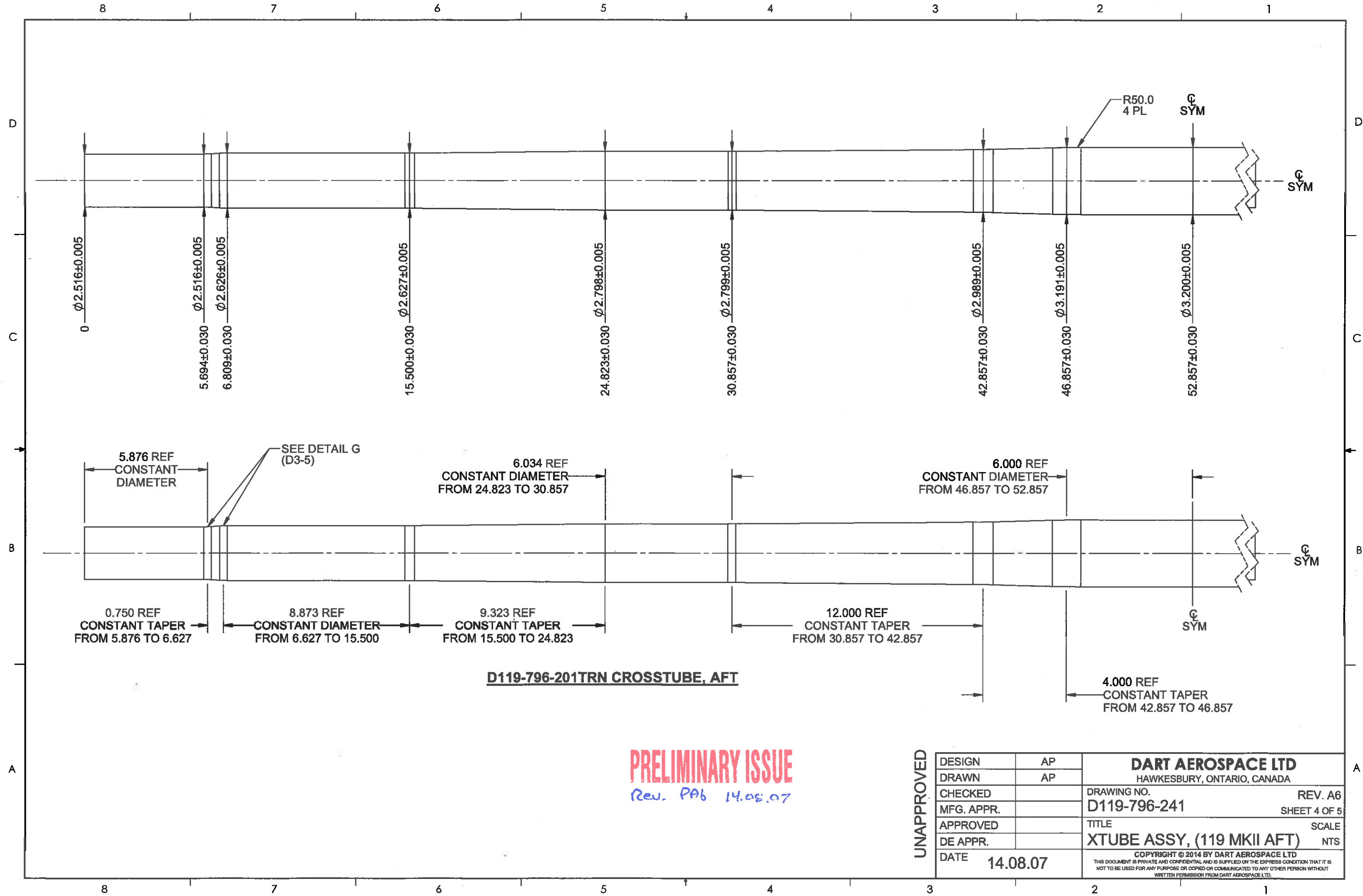
- NOTES:**
- 1) MATERIAL: MANUFACTURE FROM D6009-106
FINISHED LENGTH = 105.71 ±0.020 (BEFORE BENDING/TRIMMING)
 - 2) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
PRIME INSIDE AND OUTSIDE PER DART QSI 005 4.2
PAINT OUTSIDE PER DART QSI 005 4.2
 - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
 - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
 - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
 - 6) IDENTIFICATION: NONE
 - 7) WEIGHT: 23.74 lbs
 - 8) PART IS SYMMETRICAL ABOUT CENTERLINE
 - 9) BEND PROGRESSIVELY WITH A MINIMUM OF 8 PASSES. MAXIMUM TUBE FLATTENING DUE TO BENDING IS 8.5% BASED ON OD.
 - 10) LIQUID PENETRANT INSPECT OUTSIDE SURFACE OF CROSSTUBE PER QSI 038
 - 11) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.

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MFG. APPR.		D119-796-241	SHEET 3 OF 5
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CHAMFER AS
REQUIRED FOR
TOOLING

DETAIL H
SCALE 4X

DETAIL G
SCALE 2X

D119-796-201TRN CROSSTUBE, AFT
AUXILIARY VIEW: NOMINAL WALL THICKNESS

PRELIMINARY ISSUE
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